

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,227 號柒十式百貳千叁萬壹第 日陸初月柒年六十二緒光 HONGKONG, TUESDAY, JULY 31st, 1900. 式拜禮 號壹十叁月柒年百九千壹英港香 PRICE \$24 PER MONTH

New Advertisements will be found on page 4.

A HIGH CLASS WINE. CHAMPAGNE— BOLL & Co.

PRICE:—
PER CASE 1 DOZ. QUARTS.....\$40
PER CASE 2 DOZ. PINTS.....\$42

IMPORTED ONLY BY
A. S. WATSON & CO., LIMITED,
WINE MERCHANTS.

ESTABLISHED 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have assigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned.
Fine Old HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

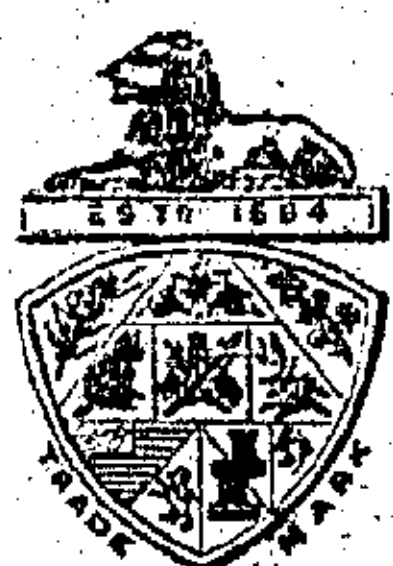
Apply to
SIEMSEN & CO. Hongkong.
**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME-TABLE.
WEEK DAYS.
7.20 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every ten minutes
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m., and from
9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

FOR SALE.
CHAS. HEIDSIECK'S
CHAMPAGNE, 1893 WHITE SEAL.
\$38.00 per case of 1 dozen quarts
\$40.00 per case of 2 dozen pints.
E. D. KRESSMANN & CO.'S
RED AND WHITE
BORDEAUX WINES.
C. G. HIBBERT AND CO.'S
BOTTLED ALE & STOUT
SIEMSEN & CO.
Hongkong, 5th May, 1899.

WO FAT & CO.
**SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,**
No. 11, LEE YUEN STREET, EAST.
Hongkong, 25th July, 1900.

CARTRIDGES.
NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—
Loaded with Powder only. and 1 oz. of Shot.
Primrose Cases...\$5.65 \$7.40
Pegamoid Cases...\$5.25 \$6.00
Ejector Brass Cases...\$5.90 \$6.65
5 per cent. discount on orders of 1,000 and over.
Apply to
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1897.



AQUARIUS (PURE TREBLE DISTILLED WATER ONLY USED.) "A PERFECT TABLE WATER."

"An AERATED WATER of the Highest Quality both from a Manu-
facturing and Sanitary point of view."—JOHN MURKIN, Ph.D., F.R.S.
(Edin.), London, Past President of the Society of Public Analysts of
Great Britain.

"Either drink no Water at all or drink only DISTILLED
WATER."—St. James' Gazette, London.

Telephone 75.

CALDBECK, MACGREGOR & Co.,
AGENTS, AQUARIUS COMPANY,
15, Queen's Road.

COTTAM & CO., HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS and SHOES, &c., &c.

FRENCH ISIGNY BUTTER.

FRESH SUPPLY JUST RECEIVED

IN PRIME CONDITION.

PRICE PER 1 LB. TIN ... \$0.80
" " 2 " " " " " " \$1.55

LANE, CRAWFORD & CO.

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC.

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.
Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

VERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

C.P. & Co.'s INVALIDS' PORT.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassall.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

SUMMER DRINKS.

WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
REFRESHING BEVERAGE.

RASPBERRY. BANANA.
BLACKBERRY. STRAWBERRY.
LEMON. LEMON SQUASH.
PEACH. ORANGE.
PINEAPPLE. CHERRY, &c., &c.

MANUFACTURED ONLY BY

WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

66, QUEEN'S ROAD CENTRAL, HONGKONG.

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

**NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur.**

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.
AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.
ROBINSON PIANO CO., LD.

LIGHT SUMMER WINES.

	1 doz. Bottles.	2 doz. Bottles.	4 doz. Bottles.
MEDOC ...	\$4.50	\$5.00	\$ 8.00
St JULIEN ...	6.50	7.50	10.50
CALIFORNIA CLARET ...	4.50	5.00	8.00
ZINFANDEL ...	5.00	5.50	8.50
SAUTERNE ...	7.00	8.00	
CALIFORNIA RIESLING ...	6.00	7.00	
CALIFORNIA HOCK ...	6.00	7.00	

H. PRICE & CO.

12, QUEEN'S ROAD.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

Entrance: ICE HOUSE STREET (Victoria Hotel)

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

NOTICE OF REMOVAL.

B. BROTHERTON HARKER,
ARCHITECT, &c.

I HAVE This Day REMOVED my Offices
to FIRST FLOOR OF No. 17, QUEEN'S
ROAD CENTRAL.
—Hongkong, 28th July, 1900.

NOTICE OF REMOVAL.

THE WANCHAI GODOWNS.
T. RAUCHENSTEIN & CO.

WE have This Day REMOVED to FIRST
FLOOR OF No. 17, QUEEN'S ROAD
CENTRAL.
—Hongkong, 28th July, 1900.

NOTICE OF REMOVAL.

THE Offices of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY.
have this day been Removed to
9, PRAYA CENTRAL,
Entrances East Lane, recently Messrs.
Weidt & Co.'s Offices, behind Messrs. Shewan,
Tomes & Co.'s premises.
—Hongkong 1st May, 1900.

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
10, DES VŒUX ROAD, CENTRAL.

DR. PETERSON wishes to announce that
he has RESUMED his DENTAL
PRACTICE in South China and may be
consulted at his New Office—
10, DES VŒUX ROAD CENTRAL, 1st FLOOR.
Hours 10 A.M. to NOON, 2 to 5 P.M.
—Hongkong, 28th July, 1900.

NOTICE.

IN THE MATTER OF THE CANTON
ELECTRIC LIGHTING AND
FIRE EXTINGUISHING COM-
PANY, LIMITED (in Liquidation).

NOTICE is hereby given that the Creditors
of the above named Company are re-
quired on or before the 4th day of AUGUST, 1900,
to send their names and addresses and the particu-
lars of their debts or claims to Mr. LI YUK
TONG, of the WING LI UN FIRM, No. 88,
Bonham Strand, the Liquidator of the said
Company.
Dated this 27th day of July, 1900.
C. EWENS,
Solicitor to the above
named Liquidator.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling, consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.
—McKIRDY & CO.,
43 & 45A, QUEEN'S ROAD EAST.
—Hongkong, 3rd November, 1899.

Arrivals, Departures and other Shipping
Intelligence will be found on pages 5, 6 and 7.

INTIMATION.

GOLD MEDAL PARIS 1878 1889.

JOSEPH GILLOTT'S

The Only
Award
Chicago, 1893
Numbers for use by BANKERS

Barrel Pens, 225, 226, 262
Slip Pens, 332, 333, 267, 160,
404, 7,000.

In Fine, Medium, and Broad
Points
THE NEW TURNED-UP POINT, 1032,
283

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.

HOTEL CRAIGIEBURN.

PUNKETS GAP, The PEAK, near the
Tram Terminus.

Tel. 53.
For Terms, apply to the
HONGKONG, 2nd July, 1900. MANAGER.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.

Very MODERATE TERMS to FAMIL-
IES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE.

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-

rooms, elegantly furnished.

The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Man-
agement.

Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899.

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establish-
ment is pleasantly situated in the centre of
PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.

Cuisine Excellent, Prompt Attendance.

Terms Very Moderate.

L. HING KEE, Proprietor.

Telegraphic address "Hingkee".

"BOA VISTA" HOTEL

MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.

MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the Magnificent Saloon
Steamer "HEUNGSHAN" in 3 hours, leaving
Hongkong at 2 p.m. and Macao at 8 a.m.

Connection made by Company's Steamer to
and from Canton.

Tourists should not miss the chance of
visiting this famous old City.

For Terms, apply

J. H. CHESNEY,
Manager.

Telegraphic Address, "Boavista".

Hongkong, 11th June 1900.

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY

- Per Case 1 doz.
- A—THORNE'S BLEND, White Capsules..... \$10.80
- B—WATSON'S GLENORCHY, Mellow BLEND, Blue Capsule, with Name and Trade Mark..... 10.80
- C—WATSON'S ABELLOUR-GLENLIVET, Red Capsule, with Name and Trade Mark..... 12.90
- D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule..... 14.40
- E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABELLOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only accepted for Cash.

Telegraphic Address Press—A.B.C. Code.
P.O. Box 33. Telephone No. 12.

MARRIAGE.

On the 22nd June, at St. Michael and All Angels', Blackheath Park, by the Ven. Archdeacon A. E. Moule, B.D., father of the bridegroom, and the Rev. A. E. Barnes-Lawrence, M.A., Rev. George Henshaw Morris to Eileen Mary, eldest daughter of H. A. Bernau, of Lou.

DEATH.

On the 27th June, at Basildon, Alpine Road, Ventnor, Virginia, widow of the late Hon. J. F. Enoch, M.L.C., Hongkong.

The Daily Press.

HONGKONG, July 31st, 1900

As will be seen from our Canton correspondent's letter, there is an impression among the Cantonese (though it is not accepted as a correct impression) that Viceroy Li Hung-chang is about to return south, his mission at Shanghai having failed. That the "mission" would fail was obvious at the start, and we can hardly believe that so old a diplomatist as Li imagined otherwise, even though he, if any one, knows the weaknesses of the nations of the West in dealing with China. Who imposed the mission on Li he has not condescended to explain, so that he laboured under the double burden of having to offer ridiculous proposals and of having no credentials to show from any Government which the rest of the world recognized. Seeing now the futility of further attempts to deal with the foreign representatives at Shanghai unless he can prove that he is the accredited agent of some legitimate central authority capable of diplomatic intercourse with other nations, he can gain nothing by a further stay at Shanghai. It is unlikely, if not actually impossible, that he can proceed further north. He cannot indeed be sure of his reception by the Boxer-led criminals who have landed

China in her present position. There remains the alternative of returning to Canton, where the name of Li Hung-chang is still awe-inspiring, and where, if he continues in the policy which he maintained before his recent mistaken departure, he may yet prove of service to his countrymen. Shanghai, we know, will be glad to see him gone; so too will the Yangtze Viceroy, as the *North China Daily News* pointed out in an article in Thursday's issue. His presence there only adds to the difficulties of their position, which are gradually becoming greater. If it is true that CHANG CHIH-TUNG, Viceroy of the Huang, is doubtful of his ability to restrain his troops many days more, affairs on the Yangtze are indeed precarious, and Admiral Seymour has not arrived a moment too soon at the river mouth. But unfortunately the fleet can do no more than safeguard the coast. The defence of the status quo in the interior must be left in the hands of the Viceroy, who in their turn can only rely on the personal loyalty of their troops. If these fail them, nothing can prevent the accomplishment of the anti-foreign party's desire—the extinction of the foreigner in the interior in China, for all who have not yet fled must perish. News from the Yangtze will now be awaited with eagerness second only to news of the Peking prisoners. But in these days of exaggerated rumours it does not do to accept the most authoritative-looking statements without the utmost caution, and we must be prepared to await further intelligence of CHANG CHIH-TUNG before concluding that an outbreak in the Yangtze Valley is upon us.

A woman residing at No. 37 D'Aguilar Street died this morning from opium poisoning. The case is being enquired into by the police.

During the 48 hours preceding noon yesterday there were reported 7 fresh cases of plague and 8 deaths. The numbers for last week were 33 cases and 34 deaths.

Last week's return of visitors to the City Hall Library and Museum shows that 336 non-Chinese and 32 Chinese visited the former, 145 non-Chinese and 1,717 Chinese the latter.

The Captain of the transport *Vinco*, which arrived yesterday informs us that on the 27th inst. he passed the ship *Dalcanine* of Glasgow, from New York to Shanghai, 105 days out, who wished to be reported "all well."

The German Emperor has ordered that each member of the crew of the gunboat *Lucas*, which was the first to leave Germany for China, shall receive one of the photographs of his Majesty and the crew taken on board that boat.

The U.S. cruiser *Buffalo* left the harbour on Sunday night for Taku. Yesterday the French gun-vessel *Vipère* arrived from Saigon. Her principal figures are:—displacement 480 tons; i. h. p. 441; guns, two 5.5 in., two 3.9 in., speed 12.3 knots; complement 89.

Mr. Ho Tung and his wife are among the departures by the American mail steamer *China* to-day. They proceed to San Francisco and then across the American continent, whence they will go on a visit to England. Mr. Ho Tung takes the Colony's best wishes with him.

The Italian Admiral Canolani, who arrived by the *Fieramosca* on Sunday, came ashore yesterday, being received by a guard of honour composed of Welsh Fusiliers, with band, colours, and goat. Captain Bancroft was in command and Lieut. Guither had charge of the colours. Consul Volpelli welcomed the Admiral as he stepped ashore. The Admiral subsequently paid his respects to the Governor and Major-General Gascoigne.

At the offices of the Public Works Department yesterday afternoon, Mr. G. J. W. King offered for competition three lots of Crown land. Quarry Bay Inland Lot No. 5 was purchased by Messrs. Butterfield Swire for \$800 (\$20 above the upset), and Rural Building Lot No. 105 by Mr. G. W. Playfair for \$1,024 (\$20 above the upset). Messrs. Shaw, Tomes, and Co. bought Hung Hom Inland lots Nos. 225 and 226 for \$124,600, which is at the rate of 57½ cents a foot.

Sir Wilfrid Lawson last month, speaking on behalf of peace, said that if he had had his choice he would infinitely have preferred to be a Chinese Boxer rather than an English Jingo, for the former merely sought to expel foreigners from his own land, whilst the latter went to other countries in quest of men to slay. It is difficult to imagine Sir Wilfrid Lawson "merely expelling" his political enemies after the approved Boxer methods, for Sir Wilfrid is essentially a man of peace and temperance in all except language.

According to the chief officer of the *Heinrich*, which arrived at Shanghai a week ago, the effect of Lyddite on the Chinese has been terrific. In the graveyard at the back of the Tientsin Railway Station were thousands of dead Chinese, all killed by Lyddite, and a naval officer late from Africa said its effect on the Boers was nothing to what it had been on the Chinese. In the native city, families were found sitting in their houses, all killed by Lyddite fumes. They appeared to have seen there was no escape, so accepted the inevitable. A British sailor went up to a Chinese who was leaning against a wall holding his rifle. As the sailor approached he found the man to be quite dead. He, too, had succumbed to Lyddite fumes.

The Singapore Government Cadets in China have been ordered to return to Singapore.

For conspicuous bravery at the capture of the Taku forts, the Tsar has conferred the Fourth Class of the Order of St. George on Captain Dobrowski, commander of the Russian gunboat *Zobr*, who commanded the combined squadron, on Captain Sillman, commanding the gunboat *Koritz*, and on Lieutenant Sanytschiff, Desderez, and Titoff.

The Captain of the steamer *Islanda*, which arrived from Bombay yesterday, reports that on the 27th inst. he passed a sailing ship, in lat. 11.19 N., long 110.39 E. by the name of *Westgate*, of Liverpool, from New York to Hongkong, who asked to be reported "all well." On the 28th inst. in lat. 14.33 N. and long 112.37 E. passed the *Raidown* of Dublin, who also asked to be reported "all well."

Colonel A. R. F. Dordard, C.B., D.S.O., who has been appointed Brigadier-General in China, has been since August, 1899, at Weihaiwei as Civil and Military Commissioner, and Colonel on the Staff for the R.E. He joined the Royal Engineers in July, 1868, and has served with distinction in the Afghan war of 1870-80 and the Burmese Expedition in 1885-8. He was promoted Brigadier-General and mentioned in despatches for his services commanding engineer officer in the latter war. *See Express.*

Five men were brought up at the Magistracy charged with being concerned with an armed robbery near Kowloon City. They were remanded until next week. They are charged with entering a house on Saturday night. They had swords with them, and because the master and his wife objected to their taking away his goods they attacked them with their swords, cutting off one of the master's thumbs and slashing him about the head. They then ransacked the premises and decamped with property valued at \$50. On their departure the police were informed, and the master was taken to the Hospital. Later on the prisoners were arrested with some of the stolen property in their possession.

Aguinaldo, while resisting the Americans in 1898, requisitioned the produce of two rice mills in the Island of Luzon, north of Manila. The owner, Senor Molinos de Arroz, had insured the rice at Lloyd's against damage "directly caused by the war." The underwriters, however, objected to pay, since, they said, the rice was only "requisitioned." Aguinaldo had given receipts for all he took, and the policy, they declared, did not cover his inability to redeem these receipts. Precedents from 1870 were cited before Mr. Justice Bigham, who on 28th inst. tried the mill-owner's claim. "The Germans," said Mr. Justice Bigham, "were the underwriters, 'when at war with France, requisitioned goods and gave bills on the French Government.' Mr. Justice Bigham: 'I did not know Germans were humorous persons.' In the result the judge decided that the underwriters must make good the £15,000 lost by Senor Molinos de Arroz through Aguinaldo's requisitions.

Robert John McEachern, a seaman employed on board the *Monmouthshire*, had a lively time on Saturday night, the result being that he found himself at the Magistracy yesterday charged with assaulting a sampan woman and damaging her boat to the extent of \$4. It appears that he had been ashore on Saturday and was returning to his ship in the evening in a slightly "elevated" condition. He hired a sampan at Kowloon Wharf, and as he was being rowed towards his ship by a woman and girl he became obstreperous. He got hold of the woman and girl and during the struggle the latter fell into the water. She, however, does not appear to have come to any harm. For safety the sampan people rowed their boat against a lighter. The defendant got on board the lighter and the crew kept him still until the arrival of the police by fastening him up. On the defendant promising to pay \$10 compensation the case was withdrawn.

The following naval appointments have been notified at the Admiralty:—Lieutenants: Charles R. Mausel, Howard B. Wilson, Frederick B. Noble, Arthur K. Batty, all to the *Centurion*, additional, to go out with draft for China at the end of the month, all to date from June 22. Sub-Lieutenants: Francis C. Harvey and George P. Legard, both to the *Centurion*, to go out with draft for China at the end of the month, both to date from June 22. Commander J. B. Eustace to the *Centurion*, additional, to take charge of ratings for China, to date June 21. Assistant Paymaster R. A. M. Burridge, to the *Centurion*, additional, to date June 21. Staff-Surgeon J. McC. Martin, to the *Centurion*, to date June 25. Surgeons R. C. Munday and N. J. Roche, to the *Centurion*, to date June 25. Lieutenants: Francis M. Leake, to *Bramble*; Philip Walter, to *Britomart*. Sub-Lieutenants: John A. Follows, Charles S. Forbes, to *Britomart*; Francis M. Hodgson, Malcolm H. S. Macdonald, to *Bramble*. Surgeons: G. B. Brown, to the *Britomart*, and J. W. Bird, to the *Bramble*, to date June 28. Assistant Paymaster R. A. M. Burridge, to the *Centurion*, additional, undated, to go out with draft in the *Jelunga*.

LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 10th inst., via Honolulu, has arrived at Yokohama, and left for this port yesterday morning via Inland Sea, Kobe, Nagasaki and Shanghai. The Imperial German Mail steamer *Koenig Albert* left Kobe via Nagasaki and Shanghai on Sunday, the 29th inst., and may be expected here on or about Wednesday, the 8th August.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 30th July, 5.30 p.m.

NEWS OF PEKING ON THE 22ND—THE STATE OF THE LEGATIONS.

A Chefoo telegram yesterday brought news from Peking on the 22nd inst. that the Germans had ten dead and twelve wounded. All the Legations were damaged and five had been destroyed, including the French, the ruins of which were still defended by guards.

ATTACK TEMPORARILY SUSPENDED.

The Chinese attack on the Legations ceased on the 16th inst., but is renewable at any moment. Relief, continues the message, is very urgently needed.

EMPEROR AND EMPRESS IN PEKING.

The Emperor and Empress (Dowager) are in Peking.

GREAT ATTACK ON NEUCHWANG.

It is reported that ten thousand Chinese attacked Neuchwang yesterday.

THE WAR IN SOUTH AFRICA.

LONDON, 29th July, 7.35 p.m.

FRENCH OCCUPIES MIDDLEBURG.

It is officially announced that General French has occupied Middleburg unopposed. DE WET AND STEYN SURROUNDED.

An unofficial report states that Commandant Christian De Wet and Mr. Steyn are surrounded on the Vaal River.

DEATH OF THE KING OF ITALY.

It is with deep regret that we have to announce that the Italian Admiral Count Casati, last night received a telegram stating that His Majesty King Humbert died suddenly on Sunday night. His Majesty was 56 years of age. As an active promoter of the cause of Italian Unity and noted for his personal bravery, King Humbert was deservedly a most popular monarch. He celebrated his silver wedding in April, 1893.

RUETER'S SERVICE.

LONDON, 28th July.

THE WAR IN SOUTH AFRICA.

Lord Roberts reports from Pretoria that General French was in sight of Middleburg at dusk of the 25th inst., and that the enemy was retreating in disorder.

General Hunter has occupied Fouriesburg, where he found Mrs. Steyn. Commandant De Wet's brother has surrendered at Kronstadt.

THE ARMY ESTIMATES.

Mr. Wyndham, introducing the Army estimates, said that it was proposed to leave 45,000 men in South Africa. The vote includes £35,000 for barracks at Khartoum and £15,000 for barracks at Mauritius.

THE CHINA CRISIS.

President McKinley has rejected the suggestion, believed to have emanated from Li Hung-chang, that the march on Peking shall be deferred in return for the delivery of the ministers.

The Emperor of Germany, in taking farewell of the troops, in three transports, at Bremerhaven, exhorted them to so fight that a Chinaman would never dare to even look askance at a German for a thousand years to come.

THE NEW VOLUNTEER HEADQUARTERS.

HAPPY VALLEY CHOSEN.

The following appears in the General Orders of the Hongkong Volunteer Corps:—"It is hereby notified for the information of all ranks that, as the result of the inquiry on the matter of the site of the new Headquarters, by far the larger body of opinion among the members of the Corps was in favour of the site on the Happy Valley. The accommodation required at the new Headquarters has been settled at a meeting of the Staff and Commanding Officers of Units, and in accordance with instructions received from the Government, the Commandant is in communication with the Director of Public Works on the subject."

THE CRISIS IN CHINA.

MORE ARRIVALS.

Two more transports arrived yesterday, via the *Islanda* and the *Pentakola*. The *Islanda* brings from India No. 1 Coolie Corps, with two British officers, six non-commissioned officers and men, 1,077 followers, and five horses; also the 54th Field Hospital, with one British officer, eight N.C. officers and men, 64 followers, and one horse. She left again yesterday for Weihaiwei.

The *Pentakola* brings—1st Madras Pioneers, four British officers, seven native officers, 342 native officers and men, 76 followers, four horses, and 84 mules; 39th Field Hospital, with six n.c. officers and men, 56 followers, and six horses. Medical store department, with one British officer and five followers. Special service officers—three British officers and five followers. The officers on board are Major da Bony, R.A., Captain Cole, 11th Bengal Lancers, Captain Cooper, 1st Sikhs, Captain Hamilton, I.M.S., and Major Johnston, Lieut. Gordons and Thompson, and Captain Blenkinsopp, I.M.S., of the Madras Pioneers, Right Wing.

The *Narung* returned to Hongkong from the north yesterday.

The *Wallara*, cruiser, arrived yesterday from the Australian station. We have already given her figures.

TIENTSIN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

Tientsin, 12th July.

THE "TERRIBLES" AT WORK.

There is not much to record since my last letter. The British portion of Tientsin is receiving about 400 shells a day. A force composed principally of Japanese has captured three or four of the enemy's guns at the Arsenal, but was unable to hold the Arsenal. Yesterday a *Terrible* 12-pounder and 4 in. gun received about 400 rounds from the Chinese, who had five guns. No one, however, was hit. On the mud-wall there are two more 12-pounders, a 4 in. gun and four 6-pounders.

The Native City is not yet taken. The biggest gun fired at us yesterday was a 4 in. The others varied between 4 in. guns and 12-pounders. The *Terrible* men say that they can see the flash from the guns very distinctly here, much more so than in Natal. The casualties among the *Terrible* gunmen and marines so far are: killed, eight wounded. Howard, the marine butcher, was shot through the heart at the time when the Japanese took the Arsenal, when the *Terribles* were in the reserves. Three wounded men (Barrett, Eoper, and Brennan) have been sent down to Weihaiwei Hospital.

HOW THE CHINESE FIGHT.

One of our "lively men" in a letter to a friend gives a graphic description of Chinese rifle fire, and I take the liberty of transcribing a few words. "In attacking the Chinese," he writes, "the safest people are in the firing line, as you would never get shot there. It is the supporters, and any one in the rear who are in danger," as the Chinese, when firing their rifle to the shoulder, but fire from their side, from our ready; and in their trenches they don't show their heads, but merely put their rifles over the trench and fire, and then run like hell."

SPEND BEHAVIOUR OF JAPANESE CAVALRY.

We have only one squadron of Japanese cavalry here, who in the last attack rode through the Chinese troops twice, cutting up about 270 the first time, and about 600 or 700 in all. They only lost four men themselves.

THE NAVAL CONTINGENTS.

To-night our men are mounting a 4.7 gun and the *Terribles* are stationed at their guns—four 12-pounders, one 4.7, six 6-pounders, two 4 in. guns. All the ships' companies have returned to their ships except the *Barfleur*, *Auroras*, and *Terribles*.

Tientsin, 15th July.

NAVAL REPORT ON CAPTURE OF NATIVE CITY. The following General Signal was made to the fleet at Taku yesterday:—

News received from Tientsin to-night. Attack was made on Native City by 3,000 Japanese, two battalions American Infantry and marines, 700 British, 800 French, 50 Austrians on the left, 2,000 Russians and two companies of Germans on the right. Russians took forts by railway bridge and 12 guns, none of them large. Attack on both sides failed to enter the city. Casualties not yet accurately known, but Russians have lost over 100, including Artillery Colonel, British over 40, Japanese 57, including Colonel, French 25. Allies retreated from under City Walls at 8 a.m. It was known yesterday that 1,500 of Yuan Shikai's troops had reinforced Chinese troops.

The following signals were issued to-day:—(1) 6.45 a.m.—Tientsin city and all the forts have been taken. Japanese entered city first. City is burning. Allied losses 775. Commander Wright better after operation.—(2) 9.25 a.m., approximate casualties on 13th and 14th July, British 20 killed and wounded 95, Naval Brigade 8 killed, 35 wounded.—B.W. Fusiliers, 5 killed, 20 wounded; Russian 125 killed and wounded; H.K. Troops, 3 killed, 12 wounded; Austrians, 8 wounded; Chinese Regiment, 4 killed, 16 wounded; Japanese, 70 killed, 300 wounded; Americans, 32 killed, 38 wounded; total 767 killed and wounded.

The numbers engaged were as follows:—Japanese 1,600, French 800, Russians 4,000, British 900, Americans 800, Germans 300. A branch of the Japanese Port Office has been opened temporarily at Taku, where letters are received and forwarded to any place in the Postal Union.

A "TERRIBLE" MAN'S ACCOUNT OF THE FIGHTING AT TIENTSIN.

The following account was obtained from one of the *Terrible* men just returned from the "front" rounded:—

We left Taku on the 22nd June at 1.30 p.m., with one naval 12 pdr. to join the rest of the Tientsin Relief Force. We stopped a few miles up country and entrained some cavalry from the

Russian Camp and proceeded to the rail-head, arriving at midnight. Here we bivouacked and unloaded stores in rollos ready to march at daylight. The whole of the relief column moved off at 5 a.m., leaving the gun under a strong guard to move on later with the transport. At noon everything was ready and we marched towards Tientsin, arriving there at 10 p.m.—a very tedious march—the town having been entered without much opposition by the Relief Column during the forenoon. At midnight a combined force of the allies moved out and proceeded to the relief of the Admiral, with whose force they joined next morning. Our gun did not accompany the relief column, but was brought into action next morning 25th inst., and commenced to bombard the Native City. At 11 a.m. the gun was turned on the West Arsenal, and after a few rounds blew up the magazine and set the place on fire, which prevented the big gun from harassing the troops forming the relief and relieved column that must pass by this position—which was passed without trouble in the dark the night previous. The Admiral's force with the relieving column marched into Tientsin next morning at 8 a.m., bringing with them 100 wounded.

THE NAVAL GUN.

Next morning (25th) the Naval gun—as yet the only one here—was sent to the Russian Camp to bombard the East Arsenal, assisted by a Russian gun, the rest being out of action owing to lack of ammunition. The Russian infantry numbering about 1,000 attacked the place, but were repulsed with trifling loss. The gun was left with the Russians for the night and its crew returned to their quarters. Next morning (26th) the allied troops make a second attack covered by the two guns. The attack commenced at 10 a.m., the Russians in the fighting line, Japanese as supports, the British in reserve on the right flank, the Germans, French, and other nationalities forming the left flank.

LIVELY ACTIONS.

A quantity of nitro-glycerine was exploded, which caused several minor explosions, after which the Arsenal was entered and everything inside destroyed. Many casualties occurred amongst the allies, and it was during this attack that two wounded marines were captured. Co-optated and otherwise mutilated. By noon the troops returned to their quarters. Everything remained quiet till midnight, when the troops again went out and captured a Chinese battery of four guns that had been firing at the tugs and boats on the river. There was no loss here, as the enemy were completely taken by surprise. For two days nothing of importance occurred except artillery duelling, till the 29th, when the troops again moved out at midnight to clear the villages to the West. At daylight the Japanese cavalry suddenly came upon 250 Boxers on the open, they charged them several times and annihilated everyone, afterwards capturing four pom-pom guns in the Christian Village. A general advance was made on the West Arsenal, which was observed to be full of Chinese troops with cavalry. The Japanese led the attack, and waded through the river, and after a faint resistance the Japanese captured the place and hoisted their flag. The rest of the troops crossed by the bridge. The guns found there were turned on the Chinese and inflicted great loss on them. The troops again advanced and inflicted great loss on the enemy, who had taken cover in the village near the Native City. As there were not sufficient troops available to hold these positions, a general retirement was ordered under cover of the Naval guns, which had come up, assisted by the Chinese Regiment (Weihaiwei) and American troops, both of which had displayed great gallantry during the action.

ATTACK AND COUNTER-ATTACK.

The losses amongst the troops engaged were very severe, especially with the Russians. About noon the Chinese mounted six small guns in the burnt-out village between Tientsin and the Native City, and commenced shelling our gun which was in position on the mud wall, but did no damage. They then cut the mud wall, by the West Arsenal with a view to flooding us out, which had the effect of putting water on each side of us. The Japanese moved out with the object of taking these guns, the Royal Welsh Fusiliers having built a wooden bridge across the water to take them across, which was washed away with the rise of the tide. The Japanese threw over another bridge, but the attack did not succeed. The same night at midnight the enemy made an unsuccessful attempt to capture the Naval guns, actually getting to within 250 yards before they were discovered by the outposts. A terrific rifle fire was poured into them by the guns' crews, which caused them to make a hasty retreat—the affair was a very narrow squeak. Next morning it was seen that the Chinese had again occupied the West Arsenal, having built another bridge where the original one had been destroyed the previous day, and troops were constantly seen moving inside it. They also had fixed a heavy gun into position between the Arsenal and the Native City, and commenced shelling the town and guns. The Naval 12-pdr. was put to silence this gun, which it accomplished the 4th round.

UNDER HOT FIRE.

Our gun was now sent to the Railway Station, where it was heavily attacked with rifle fire, and it was taken from here to the Russian Band and commenced shelling the Native City. The enemy now mounted more guns on the bridge near the railway and shelled the gun, which was again removed back to the Railway Station under a heavy fire.

A position was taken up near the water-tower, and four rounds were fired at the city, when two shells burst right under the gun, our position and range again being discovered. The gun was now taken back under cover, having received close attention from the enemy for some hours. The shelling here was so severe that the troops occupying the Station left and retired on the town. A company of Japanese were afterwards sent back, which was fortunate for us, as

NEW ADVERTISEMENTS
PILOTAGE NOTIFICATION.

NOTICE is hereby given that the Consular Body and the Heads and Representatives of the Shipping Firms do agree, after consultation with the Harbour Master, that Local Rule No. 4 be altered. The rate of Pilotage at the port of Swatow, for all sized Steamers and Sailing Vessels, shall be \$5 per foot English measurement from 1st August, 1900.

J. C. A. HOLZ,
Harbour Master.

Approved,
W. M. ANDREW,
For Commissioner of Customs,
Custom House,
Swatow, 27th July, 1900. [2112]

THE SHARE LIST WILL CLOSE AT NOON
ON THE 15th AUGUST, 1900.

PROSPECTUS
OF THE
CHINA MATTING MANUFACTURING
COMPANY, LIMITED.

CAPITAL \$1,000,000
(Hongkong Currency)
Divided into 50,000 Shares of \$20 each,
of which \$5 is payable on application and \$5
on allotment.

HEAD OFFICE HONGKONG.

CONSULTING COMMITTEE:
ROBERT SHEWAN, Esq., (Chairman).
D. GILLIES, Esq., Hongkong and Whampoa
Dock Co., Ltd.
J. H. LEWIS, Esq., Messrs. Douglas, Lapraik
& Co.
CHAU TUNG SHANG, Esq.

GENERAL MANAGERS:
SHEWAN, TOMES & CO.

BANKERS:
HONGKONG AND SHANGHAI BANKING
CORPORATION.

THIS Company has been formed for the
purpose of making by power-loom straw
matting of the same description as that now
produced by hand-loom in the neighbourhood
of Canton (China).

The export of Matting from China to the
United States has of late years become a most
important trade, having risen in the last 10 years
as follows:—

From 173,472 rolls shipped in 1899/1900
To 370,107 rolls shipped in 1898/1899
but, as usual, the quality of the goods has fallen
away with the increased demand, while prompt
delivery, toonotatue, time, has become increasing-
ly difficult.

Many attempts have been made to devise a
loom which could be worked by steam to take
the place of the crude hand-loom, used by the
Chinese and Japanese, but success has only been
attained by a loom which became the property
of the Kobe Manufacturing Co. and which has
since been brought to a high state of perfection
by further inventions and improvements.

The promoters of this Company, having
experimented with a small trial plant of 50 of
these power-loom and introduced various fur-
ther improvements suggested by their know-
ledge of the Matting trade and requirements of
the market in the United States, are now satisfied
that Matting made by such machinery must
supercede that made by hand-loom, and have
accordingly entered into an agreement with the
Kobe Manufacturing Co. to acquire all the
rights to the invention.

While experimenting with the 50 looms, some
10,000 rolls were made and shipped, and the re-
ports on the later and better made shipments
were all of a highly favorable and encouraging
nature, the evenness of the fabric and the great
improvement in the old hand-loom matting,
especially as regards the selvedge or edge, being
particularly praised and commented on. One
great difficulty was to get the machines to turn
over the straw so as to produce a clean surface
at the edges; this difficulty was overcome some
months ago, and the looms can now, in the opinion of experts, turn out a
perfect fabric.

As each power-loom can produce about 30
yards a day as against 6 yards produced by
hand-loom, the saving in time is obvious, while
the advantage of being able to rely on punctual
delivery will be a great boon to dealers at home,
who at present have to put up with much delay
and loss of time in getting their goods.

The advantages are still more obvious to-day
in view of the political unrest all over China and
the great probability of the present troubles in
the North spreading to the South, in which case
the matting industry in the districts around
Canton is likely to suffer to such an extent that
it may take years to recover, matting being
entirely dependent upon the labour of the pe-
asant class when not engaged in their ordinary
farm work.

It is proposed to erect a Factory capable of
running 450 looms, producing about 100,000 rolls
per annum, on which it is estimated, at the
prices recently obtained in the United States, that
the net profit of at least \$1½ per roll, or say
\$150,000. In course of time further experience
and economies will undoubtedly improve upon
these figures.

The promoters of this Company have, as
before stated, experimented with 50 looms, and
having acquired from the Kobe Manufacturing
Company all the rights to the invention, will
transfer the same to the new Company together
with 50 looms and other machinery, stock-in-
trade, goodwill, &c., for \$350,000 (Hongkong
currency), which amount will be taken by the
Kobe Manufacturing Company and the pro-
moters in shares.

The Capital of the Company, as far as can
be roughly estimated, will be laid out in the
following manner:—

Land, Buildings and Ma-
chinery \$470,000

Working Capital 150,000

Kobe Manufacturing Com-
pany and Promoters for
Rights, Goodwill and Sun-
dry Machinery, including
Engine and 50 Looms 350,000

(Taken
in Shares.)

\$1,000,000

Prospectus and forms of application for shares
may be obtained from the Company's Bankers
or at the office of the General Managers,
Hongkong, 31st July, 1900. [2114]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHING,"
Captain Hall, will be despatched for the above
ports TO-MORROW, the 1st August, at
4 P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers
Hongkong, 31st July, 1900. [2113]

NEW ADVERTISEMENT

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"OOPACK"

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where such
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.

Goods not cleared by the 6th August, at 4
P.M., will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognized.

Optional goods will be landed here unless
instructions are given to the contrary before
10 A.M. TO-MORROW.

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 30th July, 1900. [2115]

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction.

FOR ACCOUNT OF THE CONCERNED,
TO-DAY (TUESDAY),
the 31st inst., at 11 a.m., at
Messrs. Jardine, Matheson & Co.'s Godowns,
East Point.

23 Bales GREY SHIRTINGS.
5 Cases WHITE SHIRTINGS.

(All more or less damaged).
TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 31st July, 1900. [2108]

PUBLIC AUCTION.

THE Undersigned has received instructions
from J. K. GIBSON, Esq., to sell by
Public Auction, at No. 2 RICHMOND TERRACE,
TO-DAY (TUESDAY),
the 31st July, 1900, commencing at 2.45 P.M.,
THE WHOLE OF HIS

HOUSEHOLD FURNITURE.
(Particulars can be seen from Catalogue).

TERMS:—As Customary.
On View from Monday, the 30th July.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 26th July, 1900. [2082]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF THE ZET-
LAND LODGE will be held at the
FREDERICKS HALL TO-MORROW NIGHT
(WEDNESDAY), the 1st August, at 8.30 for
9 P.M. precisely. Visiting Brethren are cordially
invited to attend.

Hongkong, 27th July, 1900. [2085]

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND

CONTRACTORS,

QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for
any class of Steamships. Launches and
light-draught vessels a specialty. Contractors
for the supply and erection of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.
Telegrams: "CELESTE," Hongkong.
Telephone, 232.

H. F. CARMICHAEL,
B. J. BARLOW.

Hongkong, 1st June, 1899. [1637]

WING CHEONG.

Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONEWARE, CARVED
IVORYWARE, SILKS, and GRASS
CLOTHS.

AND
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen
of this Colony that we commenced Business on
the 11th April, 1900, and we solicit their kind
patronage.

Nos. 1 & 3, D'AGUIAR STREET,
Behind Hongkong Dispensary.

Hongkong, 5th April, 1900. [1918]

PUBLIC COMPANY.

THE

HONGKONG LAND INVESTMENT

AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting
of the Board of Directors of the above
Company, held at the Registered Office of the
Company, Queen's Road Central, Victoria,
Hongkong, on TUESDAY, the Twenty-seventh
day of March, 1900, the following Resolutions
were passed:—

1.—That in pursuance of the provisions of
the Special Resolution passed at an Ex-
traordinary General Meeting of the Com-
pany held on the 7th and confirmed on
the 27th March and since duly
registered the sum of \$1,250,000 be
withdrawn from the Reserve Fund and be
carried as of the 2nd July next to the
Credit of Capital Account, each Share
being credited with a sum of \$25 as paid
up thereon in addition to the sum of \$50
now standing to the credit of each Share.

2.—That the balance of \$25 per Share of the
Unpaid Capital of the Company be called
up, and that a Call be and is hereby
made of \$25 per Share upon all the
Shares of the Company, and that the
Shareholders be requested to pay the
same to the Company's Bankers, the
Hongkong and Shanghai Banking Cor-
poration, at their premises, Queen's Road
Central, on or before the 2nd day of
July, A.D. 1900.

Shareholders are hereby requested to pay
accordingly.

And Notice is also given that, in accordance
with Article 94 of the Company's Articles of
Association, interest will be charged as from the
said 2nd day of July, 1900, at the rate of \$12
per centum per annum, upon all Calls remaining
unpaid after the 9th day of July, 1900, up to
the actual dates of payment of the same.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 28th March, 1900. [2116]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT

AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Three
Dollars per Share for the Six months
ending 30th June, 1900, being at the rate of
Twelve per Cent. per Annum, will be Payable on
the 31st inst., on which date Dividend Warrants
may be obtained on application at the
Company's Office, No. 3, QUEEN'S ROAD CENTRAL.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th to the 31st
instant, both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 13th July, 1900. [1970]

THE WEST POINT BUILDING COM-
PANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar
and Fifty Cents per Share for Six months
ending 30th June, 1900, will be Payable on the
31st inst., on which date Dividend Warrants
may be obtained on application at the Com-
pany's Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th to the 31st
instant, both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 13th July, 1900. [1969]

THE PUNJON MINING COMPANY,
LIMITED.

IN consequence of the necessity for heavy
repairs to the Mill, and the temporary
absence of Water power caused by the carrying
away of the embankment of the Reservoir, very
little crushing of ore has been done this year;
and as the winnings of gold have not been suf-
ficient to pay current expenses, salaries, cost of
repairs, cost of new Reservoir, and prospecting,
the Directors find it necessary to make the final
call of One Dollar per share, and accordingly
Notice is hereby given that a MEETING
of the Board of Directors of the Company, held
at the Company's Office, No. 9, PRINCE CENTRAL,
Victoria, Hongkong, on TUESDAY, the 26th
June, 1900, the following Resolution was
passed:—

That the final CALL of ONE DOLLAR per
SHARE upon all the Holders of Ordin-
ary Shares in the above Company in
respect of all the Shares held by them
in the above Company be and the same is
hereby made. Such Calls to be paid to the
Company at their Bankers, the
HONGKONG AND SHANGHAI BANKING
CORPORATION, at their Premises, Queen's
Road Central, Victoria, Hongkong, on
or before the 6th day of August, 1900,
on or before the 6th day of August, 1900,
And Notice is also given that in accordance
with Article 24 of the Company's Articles of
Association, interest will be charged as from the
said 6th day of August, 1900, at the rate of
\$10 per centum per annum, upon all Calls re-
maining unpaid after the said 6th day of August,
1900, up to the actual dates of payment of the
same.

Shareholders are particularly requested to
note that upon presentation at the Office of the
Company of the Bankers' receipt for payment
of the Call together with the Certificate of the
Shares in respect of which the Call has been
paid, an endorsement to that effect will be made
upon the certificate.

By Order of the Board of Directors,
W. H. GASKELL,
Secretary.

Hongkong, 6th July, 1900. [1924]

THE HONGKONG CANTON AND
MACAO STEAMBOAT COM-
PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-EIGHTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18, BANK
BUILDINGS, QUEEN'S ROAD CENTRAL, on
TUESDAY, the 7th August, at 12 O'CLOCK
NOON, for the purpose of receiving a Report of
the Directors, together with a statement of
Accounts, declaring a Dividend, and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from 25th July to 7th August
inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 17th July, 1900. [1990]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING OF
THE SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hongkong,
on SATURDAY, the 18th day of August Next,
at Noon, for the purpose of receiving a Report of
the Directors, together with a statement of
Accounts, declaring a Dividend, and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from 25th July to 7th August
inclusive.

By Order of the Board of Directors,
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th July, 1900. [2080]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REGIS-
TERS of SHARES of the Corporation
will be CLOSED on SATURDAY, the 4th
August, to the 18th day of August Next (both
days inclusive), during which period no Trans-
fer of Shares can be Registered.

By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th July, 1900. [2081]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will
be held in the Office of the Company, Queen's
Road Central, on MONDAY,
the 30th August, at 12 O'CLOCK NOON, for the
purpose of receiving the report of the Directors
and the Statement of Accounts to the 30th
June, 1900.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to 20th August,
both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 23th July, 1900. [2089]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT

AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Three

Dollars per Share for the Six months
ending 30th June, 1900, being at the rate of
Twelve per Cent. per Annum, will be Payable on
the 31st inst., on which date Dividend Warrants
may be obtained on application at the
Company's Office, No. 3, QUEEN'S ROAD CENTRAL.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th to the 31st
instant, both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 13th July, 1900. [1970]

THE WEST POINT BUILDING COM-
PANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar
and Fifty Cents per Share for Six months
ending 30th June, 1900, will be Payable on the
31st inst., on which date Dividend Warrants
may be obtained on application at the Com-
pany's Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th to the 31st
instant, both days inclusive.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 13th July, 1900. [1969]

THE PUNJON MINING COMPANY,
LIMITED.

IN consequence of the necessity for heavy
repairs to the Mill, and the temporary
absence of Water power caused by the carrying
away of the embankment of the Reservoir, very
little crushing of ore has been done this year;
and as the winnings of gold have not been suf-
ficient to pay current expenses, salaries, cost of
repairs, cost of new Reservoir, and prospecting,
the Directors find it necessary to make the final
call of One Dollar per share, and accordingly
Notice is hereby given that a MEETING
of the Board of Directors of the Company, held
at the Company's Office, No. 9, PRINCE CENTRAL,
Victoria, Hongkong, on TUESDAY, the 26th
June, 1900, the following Resolution was
passed:—

That the final CALL of ONE DOLLAR per
SHARE upon all the Holders of Ordin-
ary Shares in the above Company in
respect of all the Shares held by them
in the above Company be and the same is
hereby made. Such Calls to be paid to the
Company at their Bankers, the
HONGKONG AND SHANGHAI BANKING
CORPORATION, at their Premises, Queen's
Road Central, Victoria, Hongkong, on
or before the 6th day of August, 1900,
on or before the 6th day of August, 1900,
And Notice is also given that in accordance
with Article 24 of the Company's Articles of
Association, interest will be charged as from the
said 6th day of August, 1900, at the rate of
\$10 per centum per annum, upon all Calls re-
maining unpaid after the said 6th day of August,
1900, up to the actual dates of payment of the
same.

Shareholders are particularly requested to
note that upon presentation at the Office of the
Company of the Bankers' receipt for payment
of the Call together with the Certificate of the
Shares in respect of which the Call has been
paid, an endorsement to that effect will be made
upon the certificate.

By Order of the Board of Directors,
W. H. GASKELL,
Secretary.

Hongkong, 6th July, 1900. [1924]

THE HONGKONG CANTON AND
MACAO STEAMBOAT COM-
PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-EIGHTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 18, BANK
BUILDINGS, QUEEN'S ROAD CENTRAL, on
TUESDAY, the 7th August, at 12 O'CLOCK
NOON, for the purpose of receiving a Report of
the Directors, together with a statement of
Accounts, declaring a Dividend, and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from 25th July to 7th August
inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 17th July, 1900. [1990]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF-YEARLY MEETING OF
THE SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hongkong,
on SATURDAY, the 18th day of August Next,
at Noon, for the purpose of receiving a Report of
the Directors, together with a statement of
Accounts, declaring a Dividend, and electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from 25th July to 7th August
inclusive.

By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th July, 1900. [2080]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REGIS-
TERS of SHARES of the Corporation
will be CLOSED on SATURDAY, the 4th
August, to the 18th day of August Next (both
days inclusive), during which period no Trans-
fer of Shares can be Registered.

By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager.

Hongkong, 26th July, 1900. [2081]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS will
be held in the Office of the Company, Queen's
Road Central, on MONDAY,
the 30th August, at 12 O'CLOCK NOON, for the
purpose of receiving the report of the Directors
and the Statement of Accounts to the 30th
June, 1900.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to 20th August,
both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 23th July, 1900. [2089]

BANKS.

THE MERCANTILE BANK OF
INDIA, LIMITED.

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street. Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

GEO. P. LAMBERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
149 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day.
80 and 82, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists, High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, LD. APOTHECARIES' HALL, 66,
Queen's Road Central, Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware, 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DINING ROOMS

THE COSMOPOLITAN HOUSE,
Breakfasts, Dinners, Wines, etc.,
with Music, 34, Queen's Road.

DRAPEES

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers.
Low Prices, 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter, 67 and 69,
Queen's Road.

FLOUR MERCHANTS

SPERRY FLOUR COMPANY,
Merchant Millers, San Francisco.
Eastern Branch, Pudding Street,
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer, 17, Queen's Road.

GROCERS

THE MUTUAL STORES,
SUB-AGENTS LYPTON, LD.,
8 and 10 D'Aguiar Street,
Provision and General Merchants.

H. TIE,
Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
Evaporated Cream, 16, D'Aguiar
Street.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture. Opposite Post Office, 36,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

SUN SHING, Established 1840.
Silks, Gauzes, Crêpe Shawls, Chinaware,
Ivory, etc., Gold and Silversmiths and
Engravers, 90, Queen's Road Central.

WAH LOONG,
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Ivory, Lacquerware, Fans,
Curios, Bristles, Human Hair, Fea-
thers, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

**EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 81a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.**

MERCANTILE AGENT

WOODS & CO.,
Duddell Street, Agents for American and
European Export Houses.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

E. HING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMEYA, JAPANESE ARTIST,
Bromide and Crayon Enlargements. Work
done for Amateurs, 8a, Queen's Road, Cl.

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Arcade, Queen's Road Cl., also Wanchai.
Amateur's Requisites a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

RATTAN FURNITURE

WOO KEE, Late HANG CHEUNG SHING.
Rattan Chairs, Mattings, Bamboo Blinds,
etc., 73, Queen's Road Central.

KWONG TAI LOY,
Rattan Furniture, Bamboo Blinds, Mat-
tings all Colours, 18, Praya Central.

SILK GOODS DEALERS

DHUNAMAL CHELLARAM,
Dealer in Indian, Chinese, and Japanese
Silk and Fancy Goods, also Art Works,
2, D'Aguiar Street.

THE GLOBE (TEJUMULL POHURING),
Indian, Chinese and Japanese Silk Goods,
Cashmere Shawls, Spanish Wines and
Manila Cigars, 12, D'Aguiar Street.

SINCERE & CO.,
Silk Handkerchiefs, Shawls, Table Covers,
etc. Wholesale and Retail, 123, Queen's
Road Central and 123, Wellington St.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Tea, 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK,
Exporter of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made. Silk
and Linen Lace Curtains made to
order, 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 68, Praya Central.

LANE, CRAWFORD & CO.,
Tailors and Outfitters, Pianoforte Dealers
Shipchandlers, Furniture Dealers and
Upholsters, Wine and Spirit Mer-
chants.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Riggers, Com-
mission Agents and General Store-
keepers, 17, Praya Central.

TAILORS

AM-MEN, HING-CHEONG & CO.,
Tailors, Drapers and Outfitters, Queen's
Road Central, Old Club Site.
Branch: A-MAN, opposite City Hall.

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiers,
Drapers, 85, Queen's Road, Central.

LANE, CRAWFORD & CO.,
Queen's Road.

TAK CHEONG,
Tailors, Gentlemen's Outfitters, Hatters,
Hosiery, and Drapers. Chinese Silk of
all kinds, 50, & 52, Queen's Rd. Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs, Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filizinos,"
Importer of the Best Manila Cigars, 25,
Pottinger Street.

KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

VICTORIA CIGAR DEPOT,
1 and 2, Leoyune Street East, AGENTS FOR
W. KENNEDY & CO., 37, Calle San
Jacinto, Manila, "Windsor Lady" and
"The Jockey" Cigars.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.,
12, Queen's Road
and Calle Anlogue, Manila.

**AMERICAN SYSTEM
OF
DENTISTRY**
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW.
(LATE OF POATE & NOBLE)
Hongkong, 15th September, 1899. [1758]

SIEN TING.
SURGEON-DENTIST.
No. 10, D'AGUIAR STREET.
Consultation Free.
Hongkong, 23rd September, 1891. [808]

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [808]

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SPORT AND ANECDOTE.

By An Old Fogey.

TURF TOPICS.

Turf topics!—not a strikingly original line, one must admit, but sufficiently succinct and comprehensive to suit my present purpose. Year in and year out, no British sport, I venture to say, receives so much attention in public prints as horseracing. Quite apart from the many excellent journals dealing almost exclusively with the Turf, every daily morning and evening newspaper with any pretension to a circulation devotes considerable space to racing topics, and therefore it will be understood that there is very little left for a gossip like myself to say. Let me explain. I do not set out to put my readers on to a "good thing" for one of the autumn handicaps, neither have I any special information respecting the St. Leger candidates. But now that we have got through the better part of the summer's programme a quiet look around may pass a few minutes away pleasantly. Taking one consideration with another, if I may adopt the Gilbertian phrase, the lot of the racing journalist is not a particularly happy one. If any doubter scoffs at this simple statement, let me refer him to the brightest of books—"A Pink 'Un and Pelican," written by acknowledged authority. That the life has a certain fascination to anyone fond of existing in a whirl of excitement must be admitted—that it has attracted men of genius we all know, or how else should we be able to account for the graphic word pictures we get by day "red hot" from the course. A moment's thought will be sufficient to convince anyone that the duties of a racing reporter are laborious and exhausting to a degree. Off by the earliest trains in the morning, no matter what the state of the weather may be, rattled off from station to racetrack in cab, a hurried month here and a bite there, and forthwith work commences before the bell has sounded for the first race. Then follow a series of telegrams written out at top speed—telegrams in which a wrong word or a faulty figure may mean more than one would care to guess at—and later on elaborate descriptions and "introductions" for the morning papers, with prospects and selections. A drenching downpour brings a respite to the cricket reporter, but there is no stopping for rain at race meetings, and so the weeks and months run on, each day bringing its own "treadmill." Sundays should bring a break, but Monday's papers have to be attended to, so that it sometimes happens that a pack-up on the Sabbath is inevitable. Is it any surprise that the Monday meeting is unpopular with racing journalists?

MASTERS OF THE SITUATION.

Had they the power, I have no hesitation in saying that the gentlemen of the Fourth Estate would abolish racing on Monday forthwith. I do not stay to discuss the point; I merely pen my conviction. But it is the thousands upon thousands who follow the sport who are masters of the situation. The great British public is the force before which race promoters, owners, and trainers submissively bow. The man in the street may be as a spot of rain in the ocean when engaged in potting on his weekly geraniums in the delightful obscurity of a back garden, or some similarly unobtrusive occupation, but in the agglomerate he is a stupendous power. And it will be when he ceases to patronise the Monday's race meeting that they will cease, and not before. Only a few days ago I was chatting with another newspaper man on this very subject, and he had fain to confess that so long as the public supported these fixtures no one at all directly interested could afford, or even felt inclined, to ignore them. I believe some other slight grievance exists with regard to extending the number of races in a day's programme from six to seven, but as this is not a matter of any great interest to the many I need not enter it here. And now a word or two respecting the American invasion. It is many months ago since I ventured to take my stand along with those who argued that the repeated successes of Sloan were due to something more than either luck or favoritism. From the very first I have been a staunch believer in the "lessening of wind resistance" theory; this, at any rate, is more intelligible than the shallow gossiping about horses being picked for him or about races being made for him. I think we shall all admit that by this time the point of the sneer about the "monkey on a stick" position has lost its significance (if ever it had any), for the American jockeys have proved incontrovertibly that they can win on horses hitherto provokingly unsuccessful. As I have read somewhere or other quite recently, there might be some truth in these latter days were the statement repeated about horses, being picked for these young gentlemen from America who adopt the "monkey on a stick" position to get their horses first past the post. When we look at the statistical table of winning mounts we shall have to acknowledge that the derision is not exactly on the side intended. I could never quite stomach the Sloan "grush" of a season or two ago, although I appreciate how very easy it is to turn the heads of a crowd; more recent particulars of this successful young rider would seem to indicate that he is a particularly shrewd and level-headed man of business, and I can only say that it might be more beneficial to some of his worshippers if they could acquire some of this same level-headedness. In time to come, if our own jockeys are not too self-conceited to take self-evident lessons to heart, they too may realise that when galloping along in the teeth of a wind at a rate of thirty miles an hour some portion of the horse's burden may be taken off by reducing the resistance to the wind. It has been said over and over again that English jockeys are too fond of expending their brains upon artistic finishes than winning the race, and as long as this is so we must be prepared for the continued successes of

horsemen who start with the sole object of "getting there," artistically or otherwise. Far be it from me to set it down that we have no jockeys capable of getting the utmost out of their mounts, but facts are facts, and if the results to date are not convincing I know of nothing likely to be to the school of slow learners.

JOCKEYS AND STABLEBOYS.

One of the most remarkable modern instances of the stable-boy's aptitude for getting the best out of a sensitive thoroughbred was seen in this year's Derby, when Jones won the race for the Prince of Wales on Diamond Jubilee. Anyone who has perused the interesting books of reminiscences published during the last dozen years by Turf worthies will have noticed what a fruitful theme this has always been. I suppose your successful, unassuming jockey will always be able to command handsome retaining fees; it is in the nature of things that he should do so, but I am not so sure that the giving of enormous money presents to the rider of a winner of a big race does not do more harm than good in the long run. Everyone, I suppose, loves to see an artistic finish, but this can be overdone at times. At any rate, William Day had unbounded faith in the ability of his stable-boys, as the following from his pen will show:—"It may be bold to say so, but I believe I am correct in my view, that jockeys are more often than not the cause of the mistakes that are made in trials. Ludicrous as it may appear, it is a fact that many of them try to add to their reputation by winning trials! To do so they will sacrifice everything; will take advantage, if possible, of the boy that will ride with them, and even jealously try to outdo each other, thus making the trial a farce. In this and other respects stable-boys have an advantage. They are usually on horses they are accustomed to, thoroughly know the course, and are always sure to make a good pace, which cannot be said for all jockeys, if left to themselves. And for these reasons I may confidently say more mistakes are made in trials by jockeys than by stable-boys. . . . What did the following stable-boys do—for Maidmont and J. Parsons at the time could scarcely be called by other name, having only shortly before left my stables? The former won the Derby on Cremorne, and again on Kieker, besides the Ascot Cup, the Oaks, one Thousand, and many other good races; and J. Parsons won the Derby on anything but a first-class horse, Caracacus, having ridden in public a few times before beating The Marquis, with Ashmole, and thirty two other jockeys, the most fashionable of the day, on many good horses. If crack jockeys are, as is supposed, so infinitely superior to stable boys, why on these occasions, and many others, did not they show it by winning? or wherein consists their over-whelming talent? Some of the closest and best ridden races that I remember to have seen have been ridden by stable-boys. S. Adams, for instance, won the Cambridgehire by a head on Catch-em-Alive, beating thirty-nine others, and again won it on Lozenge, after running a dead-heat with Wolsey. He also won the Metropolitan on Joco by a head, when the next three were so close together that the judge could not separate them. Did not J. Adams ride Elcho also in the Metropolitan with a consummate skill of an artist when he defeated Caracacus by a head, and Asteroide a by a head, ridden by that accomplished jockey, Wells, then in his prime? Or who ever rode a better race than he did on Weather-bound for the Cambridgehire when in the last stride he won by a head? I have seen many other stable-boys ride equally well, and could refer to hundreds of such instances. . . . To say that races are not sometimes lost by over-anxiety on the part of the lad to "get home" would be an extravagant assertion, yet in candour their best friends will, I am sure, readily admit that, on scientific principles, jockeys often lose races by lying "out of their ground" in the early part, or by coming at a critical instant just too late at the finish, after a wonderful display of horsemanship. The effect is powerfully thrilling and most admirable but still unsatisfactory to all but themselves and the mob." These words were written close upon ten years ago by one of our most accomplished and successful trainers, and in the main they are just as true as if written yesterday. We had not then the American jockeys with us, but we had the "artistic finish." Which is not everything in racing.

THE CYCLING CHAMPIONSHIPS.

That popular interest in the English cycling championships has not entirely departed was shown by the large measure of support accorded the gathering held at Middleborough, the centre of the important Cleveland iron district in the North Riding of Yorkshire. There is too much reason to believe that the influence of the National Cyclists' Union has been considerably weakened in some quarters, but if one may judge from the enthusiastic proceedings on the banks of the Tees recently the officials of this organisation may take heart of grace and go on their way rejoicing. By this time I have no doubt the results are familiar to everyone interested, so that I need not touch upon the details. But there are one or two items calling for comment. In the first place I should like to record my unbounded satisfaction at the absence of Paul Albert, the fair-haired

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Hongkong, 19th August, 1899. [27]

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LONDON &c, via PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 4th Aug. at Noon.
LONDON via SUEZ CANAL	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON via SUEZ CANAL	RHIFEUZ	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st Aug.
LONDON via SUEZ CANAL	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 4th Sept.
LIVERPOOL DIRECT	SARFEDON	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 10th Aug.
LYMEN via PORTS OF CALL	KONG ALBERT	Ger. str.	—	O. Cappers	MELCHERS & CO.	On 9th Aug. at Noon.
MARSEILLES &c, via PORTS OF CALL	ANNAH	Fr. str.	—	Poydenot	MESSAGERIES MARITIMES	On 13th Aug. at 1 P.M.
MARSEILLES &c, via ST. LORE, &c	WAKASA MARU	Jap. str.	—	G. W. Macmillan	NIPPON YUSEN KAISHA	On 10th Aug. at Daylight.
MARSEILLES & LONDON	BANGA	Brit. str.	—	W. Babot	P. & O. S. N. Co.	On or about 14th Aug.
HAYRE & HAMBURG	SILEZIA	Ger. str.	—	Behrens	CARLOWITZ & CO.	On 9th Aug.
HAYRE & HAMBURG	MARBURG	Ger. str.	—	v. Binsor	CARLOWITZ & CO.	On or about 12th Sept.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 20th Sept.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAYRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 15th Oct.
NEW YORK via SUEZ CANAL	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & CO.	On or about 15th Aug.
NEW YORK via SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 15th Aug.
NEW YORK via SUEZ CANAL	INDRAVELLI	Brit. str.	—	W. E. Craven	JARDINE, MATHESON & CO.	On or about 24th Aug.
VICTORIA, B.C. & TACOMA v. AMOY &c.	VICTORIA	Brit. str.	—	J. Pantan	DODWELL & CO. LIMITED	On 7th Aug.
VICTORIA & VANCOUVER, B.C. via MOJI, &c.	TAMTAR	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 15th Aug.
VANCOUVER via SHANGHAI &c.	EMPERESS OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 8th Aug.
PORTLAND OREGON &c.	MORSETHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 4th Aug.
SAN FRANCISCO via SHANGHAI &c.	DOHC	Brit. str.	—	—	O. & O. S. S. Co.	On 7th Aug. at Noon.
SAN FRANCISCO via SHANGHAI &c.	NIPPON MARU	Jap. str.	—	—	TOTO KISEN KAISHA	On 16th Aug. at Noon.
SAN FRANCISCO via SHANGHAI &c.	CHINA	Amr. str.	—	—	PACIFIC MAIL S. S. Co.	To-day, at Noon.
AUSTRALIAN PORTS	EASTERN CITY	Brit. str.	—	Ellis	BUTTERFIELD & SWIRE	On 6th Aug.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Moore	GIDE, LIVINGSTON & CO.	On 15th Aug. at 5 P.M.
AUSTRALIAN PORTS	TSINAN	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 15th Aug. at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNICHEN	Ger. str.	—	Krebs	BUTTERFIELD & SWIRE	On 20th Aug. at Noon.
YOKOHAMA via NAGASAKI & KOBE	ROHILLA	Brit. str.	—	C.H.S. Toomey, R.N.R.	P. & O. S. N. Co.	On 5th Sept. at Noon.
YOKOHAMA & KOBE	TAITUAN	Brit. str.	—	Neison	BUTTERFIELD & SWIRE	On or about 4th Aug.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 15th Aug. at Noon.
NAGASAKI & WLADEVOSTOCK	DAPHNE	Ger. str.	—	Nissen	SIEMSEN & CO.	To-morrow, at Noon.
SHANGHAI	CHUSAN	Brit. str.	—	C. T. Denny	P. & O. S. N. Co.	On or about 3rd Aug.
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	—	Hull	DOUGLAS LAFRAIK & CO.	To-morrow, at 4 P.M.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 5th Aug. at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	I. Sato	MITSUI BUSSAN KAISHA	On 5th Aug. at Daylight.
MANILA	ESMERALDA	Brit. str.	—	G. T. Blairland	SHAWAN TOMES & CO.	To-morrow, at 5 P.M.
MANILA	SENGKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 3rd Aug.
MANILA	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 15th Aug. at 4 P.M.
MANILA	TSINAN	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 20th Aug. at Noon.
CEBU & ILOILO	KASHING	Brit. str.	—	Hopkins	BUTTERFIELD & SWIRE	On 2nd Aug.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	J. Offert	DAVID SASSOON, SONS & CO.	To-morrow, at 3 P.M.
SINGAPORE, SOERABAYA & SAMARANG	CHUSAN	Brit. str.	—	R. Cox	JARDINE, MATHESON & CO.	On 4th Aug. at 2 P.M.
SANDAKAN	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 P.M.

SHIPPING.

ARRIVALS.
 July 30, SUNDAY, British str. 1,021, S. W. Moore, Manila 27th July, Hong—Butterfield & Swire.
 July 30, AUREAD, German steamer, 611, Bonifacio, High 28th July and Haiphong 29th, General—Jensen & Co.
 July 30, CHOSANG, British str. 1,194, G. H. Bowker, Shanghai via Swatow 26th July, General—JARDINE, MATHESON & CO.
 July 30, NAIMUNG, British transport, 2,862, W. H. Edge, Taku 24th July and Chiofo 25th.
 July 30, ISLANDA, British transport, 3,360, J. C. Tice, Bombay 14th July.
 July 30, VIKING, French gr. boat, Lieut. Glon del Villeneuve, Saigon 24th July.
 July 30, PRINCEALTA, British transport, 2,209, T. A. Collins, Calcutta 17th July.
 July 30, EISE, German str. 900, Petersen, Canton 30th July, General—JENSEN & CO.
 July 30, CHANG HOCK KIAN, British steamer, 350, B. Panting, Singapore 23rd July, General—Cairnes.
 July 30, HATING, French steamer, 750, Bast, Haiphong 28th July, General—A. R. Marty.
 July 30, NURNBERG, German steamer, 2,663, S. Stehr, Singapore 25th July, General—SIEMSEN & CO.
 July 30, OOPACK, British str. 2,517, J. Barber, Glasgow, Liverpool via Singapore 17th June, General—JARDINE, MATHESON & CO.
 July 30, PROGRESS, German str. 637, P. Brandt, Tourn 28th July, Rice and General—CHINESE.
 July 30, WALLABOO, British warship, 2,505, Nore, Sydney 2nd July.

CLEARANCES.
 At THE HARBOR MASTER'S OFFICE.
 30th July.
 Kamia, British str., for Samarang.
 Fushan, British str., for Canton.
 Vale of Doon, British bark, for Rajang.
 Clara, German str., for Kohov.
 Glenchee, British bark, for Calao.

DEPARTURES.
 July 29, BARON INVERDALE, British str., for Batavia.
 July 29, GOODWIN, British str., for Tacoma.
 July 29, ALEXIA, German str., for Nagasaki.
 July 29, NEARUDQA, British transport, for Bombay.
 July 29, BUFFALO, Amr. cruiser, for Taku.
 July 30, TONKIN, French str., for Europe.
 July 30, DENNET SIMONS, French str., for Shanghai.
 July 30, SULTAN v. LANGKUT, Dutch str., for Singapore.
 July 30, IZUMI MARU, Jap. str., for Seattle.
 July 30, LYEMOON, German str., for Canton.
 July 30, ISLANDA, British transport, for Weihai.
 July 30, DAYBREAK, British str., for Shanghai.

VESSELS IN DOCK.
 At THE HARBOR MASTER'S OFFICE.
 Kowloon Docks.—U.S.S. Monterey, Chung-shu, Argus, Talchoong, Phra Nang, Hanoi, R.C. Pelao.
SHIPPING REPORTS.
 The British steamer *Netrang*, from Taku 24th July and Chiofo 25th, had fine and clear weather with light southerly winds.
 The British steamer *Sungking*, from Manila 27th July, had light northerly winds, fine, clear weather, with very smooth sea.
 The British steamer *Chongang*, from Shanghai via Swatow 26th July, had light southerly wind and fine, clear weather to Swatow. From Swatow to port light S.W. wind and fine, clear weather.
 The British steamer *Cheang Hock Kian*, from Singapore 23rd July, had fresh to moderate S.W. monsoons and fine weather to Cape Padaran. From Cape Padaran to port light to moderate S. and S.E. winds, fine, clear weather and smooth sea.
 The British transport *Islanda*, from Bombay 14th July, spoke on 27th July *Westgate*, of Liverpool, lat 11.13 N., long 110.53 E., from New York for Hongkong, 108 days out. 28th July, *Rathdown*, of Dublin, in lat. 14.33 N., long. 112.37 E., for Hongkong.

VESSELS PASSED ANKER.
 July 9, Dutch str., Ardjorno, Bagelus, June 2, from Rotterdam for Batavia.
 July 9, Dutch man-of-war, Samatra, from Padang for Batavia.
 July 10, British 4-m. bark, Muskoia, Crowe, April 20, from New York for Shanghai.
 July 11, Dutch str., Koning Willem II., Bakker, July 11, from Batavia for Amsterdam.
 July 11, British ship, Westgate, Naville, April 9, from New York for Hongkong.
 July 13, Dutch str., Koning Willem I., Hubert, June 8, from Amsterdam for Batavia.
 July 13, Norwegian bark, Freidig, Christophersen, from Batavia for Padang.
 July 16, British str., Yama, Sanders, July 16, from Batavia for London.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SANDAKAN.
 THE Company's Steamship
 Captain R. Cox, will be despatched as above TO DAY, the 31st instant, at 3 P.M.
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 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 27th July, 1900. [2087]

FOR NAGASAKI AND WLADIVOSTOCK.
 THE Steamship
 "DAPHNE."
 Captain Nissen, will be despatched for the above ports TO-MORROW, the 1st August, at Noon.
 This Steamer has superior accommodation for First Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Hongkong, 27th July, 1900. [2100]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
 "CATHERINE APCAR."
 Captain J. G. Offert, will be despatched for the above ports TO-MORROW, the 1st August, at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON, SONS & CO.,
 Agents.
 Hongkong, 28th July, 1900. [2083]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship
 "ESMERALDA."
 Captain G. T. Blairland, will be despatched as above TO-MORROW, the 1st August, at 5 P.M.
 This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.
 A doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 30th July, 1900. [2078]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR CEBU AND ILOILO.
 THE Company's Steamship
 "KASHING."
 Captain Hopkins, will be despatched as above on THURSDAY, the 2nd August.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 31st July, 1900. [2047]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship
 "SUNGKIANG."
 Captain Moore, will be despatched as above on FRIDAY, the 3rd August.
 The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 31st July, 1900. [2086]

THE OSAKA SHOSHEN KAISHA, LIMITED.
 FOR SWATOW, AMOY, AND TAMSUI.
 THE Company's Steamship
 "MAIDZURU MARU."
 Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 5th August, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 30th July, 1900. [15]

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 SIBIRIA HAYRE & HAMBURG About 20th Freight and
 Capt. Braum (London with transshipment in Hamburg) Sept. Passage.
 SAXONIA HAYRE & HAMBURG About 30th Freight.
 Capt. Jager (London with transshipment in Hamburg) Sept.
 SERBIA HAYRE & HAMBURG About 12th Freight.
 Capt. Sachs (London with transshipment in Hamburg) October.
 These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
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 AGENTS.
 HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 26th July, 1900. [13]

NORTHERN PACIFIC STEAMSHIP CO.
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 FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
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 VICTORIA 3,502 J. Pantan Aug. 7
 QUEEN ADELAIDE 2,832 F. McNair Aug. 29
 DUK OF PIFE 3,821 J. S. Cox Sept. 5
 MON SHIRE 2,872 J. Kennedy Aug. 4
 BRAEMAN 3,301 W. Watt Aug. 25
 ARGYLL 2,807 W. S. Thomson Sept. 20
 MON SHIRE 2,872 J. Kennedy Oct. 20

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 Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 For further information as to Passage or Freight, apply to
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 Hongkong, 26th July, 1900. [10]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 FOR SEANGHAI { CHUSAN { About 3rd { Freight or Passage.
 { C. T. Denny { August {
 LONDON &c. { COROMANDEL { Noon, 4th { See Special Advertisement.
 { F. W. Vibert, R.N.R. { August {
 YOKOHAMA via NA { ROHILLA { About 4th { (Passing through the Inland
 GASKI and KOBE { C. H. S. Toomey, R.N.R. { August { Sea). Freight or Passage.
 MARSEILLES AND BANCA { G. W. Babot { About 14th { Freight
 LONDON {
 For Further particulars, apply to
A. M. MARSHALL, Acting Superintendent.
 Hongkong, 18th July, 1900. [1]

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 "EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug. 1900
 "EMPERESS OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 26th Sept. 1900

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only), granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
 Palliser Street.

Hongkong, 19th July, 1900.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS. SAILING DATES.
 KONIG ALBERT THURSDAY 9th August
 WELMAR THURSDAY 23rd August
 PRINZ HEINRICH THURSDAY 6th September
 PREUSSEN THURSDAY 20th September
 HAMBURG (Hamburg-Amerika Line) WEDNESDAY 3rd October
 SACHSEN WEDNESDAY 17th October
 OLDENBURG WEDNESDAY 31st October
 BAYERN WEDNESDAY 14th November
 STUTTGART WEDNESDAY 28th November
 KONIG ALBERT WEDNESDAY 12th December
 PRINZ HEINRICH WEDNESDAY 26th December

ON THURSDAY, the 9th day of August, 1900, at Noon, the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Captain O. Cappers, with MAILE, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 7th August. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 8th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 8th August.

Contents of Packages must be red. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
 For further Particulars, apply to
MELCHERS & CO.,
 AGENTS.
 Hongkong, 28th July, 1900. [8]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS. DESTINATIONS. SAILING DATES.
 KAWACHI MARU KOBE and YOKOHAMA FRIDAY, 3rd Aug. at
 J. S. Thompson DAYLIGHT.

WAKASA MARU MARSEILLES, LONDON, and
 J. E. Macmillan ANTWERP, via SINGAPORE, FRIDAY, 10th Aug. at
 PENANG, COLOMBO & PORT SAID DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Canton Road.

A. S. MIHARA,
 Manager.
 Hongkong, 23rd July, 1900. [12]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.
 THE Steamship
 "INDRAVELLI"
 Captain W. E. Craven, will be despatched as above on or about the 24th August.
 For Freight, apply to
 JARDINE, MATHESON & CO.,
 Agents.
 Hongkong, 20th July, 1900. [2026]

OCEAN STEAMSHIP COMPANY.
 FOR LONDON (via SUEZ CANAL).
 THE Company's Steamship
 "PROMETHEUS"
 Captain Day, will be despatched as above on TUESDAY, the 4th September.
 For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 27th July, 1900. [2049]

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.
 Calling at SAIPAN, PONSAP, FRIEDRICH-WILHELMSHAFEN, FINSCHAFEN, HEBERTS-HOHE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.
 On WEDNESDAY, the 5th September, 1900, at Noon.
 THE Steamship
 "MUNICHEN."
 (4,500 Reg. Tonnage)
 Captain Krebs, with 24th Passengers, Specie and Cargo, will leave this Port as above.
 The steamer has splendid accommodation and carries a Doctor and Stewardess.
 Linen can be washed on board.
 For further Particulars, apply to
MELCHERS & CO.,
 Agents.
 Hongkong, 19th July, 1900. [2018]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
CHINA (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.
ALGOA (via Meiji, Kobe, Yokohama and Honolulu) THURSDAY, Aug. 2, at Noon.
* For Cargo only.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.
CITY OF BEIJING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 25th July, 1900. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "COROMANDEL" Captain F. W. Vibert, R.N., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 4th August, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 23rd July, 1900. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG.

THE Company's Steamship "CHUNSAUNG" Captain Buller, will be despatched as above on SATURDAY, the 4th August, at 2 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong 27th July, 1900. [2038]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(Rex, M. S. Loman & Co., Hamburg.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship "ALBENGA" Capt. Petersen, will be despatched for the above port on or about 4th August.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 12th July, 1900. [1617]

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLEISLE CITY" About 6th Aug. S.S. "SPRINGFIELD" About 15th Sept.

THE Steamship "CARLEISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1900. [14]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Donor (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

CORICO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

GABRIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at this Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 14th July, 1900. [4]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "CALCHAS" Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1900. [1865]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN" Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company, and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th July, 1900. [1912]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship "ANPING MARU" Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 8th August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th July, 1900. [1443]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London rates.) THE Company's Steamship "SARPEDON" Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1893]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 13th August, 1900, at 1 p.m. the Company's Steamship "ANIAM" Captain Poyndre, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Australien," which vessel takes on her Passengers and Mails, leaving that port on the 25th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 12th August. (Parcels are not to be sent on board, they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 31st July, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship "TAIYUAN" Captain Nelson, will be despatched as above on WEDNESDAY, the 15th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900. [2101]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship "TARTAR" Commander H. Pruss, R.N., 4,425 Tons Gross Register, will be despatched on or about Wednesday, 15th AUGUST, 1900.

For VICTORIA AND VANCOUVER, B.C., VIA MOJI, KOBE AND YOKOHAMA, (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.

Hongkong, 21st July, 1900. [1911]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "CHANGSHA" Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1900. [2048]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 16th August, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 23rd June, 1900. [5]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "TSINAN" Captain Anderson, will be despatched as above on MONDAY, the 20th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900. [2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "TSINAN" Captain Anderson, will be despatched on MONDAY, the 20th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th July, 1900. [2103]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "RHIPPEUS" will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1083]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above LINE are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LYNCO SOUTH AFRICAN STEAMSHIP CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "RICHMOND CASTLE"

will be despatched for the above port on or about the 20th August.

For Freight, apply to DODWELL & CO., Ld., Agents.

Hongkong, 23rd July, 1900. [2054]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—GENSHREE, British Lark, Burns—Sunder, Wisler & Co. J. P. HITCHCOCK, Amer. ship, Gates—Siemens & Co. R. C. RICKMERS, German ship, Otto—Arnhold, Karberg & Co. VALDE OF DOON, British bark, Petersen—Sander, Wisler & Co.

NOTICES TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO' LONDON AND STRAITS.

THE Steamship "GLENESK"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd August will be subject to rent.

No Fire Insurance has been effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival after which no claims will be recognised.

MCGREGOR BROS. & GOW, Agents.

Hongkong, 27th July, 1900. [2085]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 31st July, and THURSDAY, the 2nd August, at 9.30 A.M.

All claims must reach us before the 4th August, or they will

